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In Good
IDEA-0267-67
Copy 5 of 9

4 April 67

MEMORANDUM FOR : Deputy for Operations,
Office of Special Activities

END
PA-21

SUBJECT : Survival Items for the IDEALIST Program

REFERENCE : (1) Memo for D/R&D/OSA from D/O/OSA
(OSA-1193-67), dated 17 March 1967

◊ (2) Memo for D/O/OSA from ASD/R&D/OSA
(IDEA-0262-67), dated 24 March 1967

1. A visit was made to [] by 25X1A
the undersigned and [] Life 25X1A
Support) on 30 March 1967. The following items were inspected
and discussed:

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a. [] Several configurations
of [] were inspected and, as 25X1
pointed out by INTEL/O/OSA, a suitable [] for both 25X1
categories of U-2C pilots is well within the state of the 25X1A
art. In order to determine the exact requirements for
both groups of pilots [] 25X1A
of [] will attempt to obtain initial measurements 25X1A
during the period that the [] will be at 25X1A
Det. "G" for training. [] will coordinate this 25X1A
effort directly with []. In addition, []
will be traveling to the Far East on business late in April 25X1A
and can schedule a visit to Det. "H" to complete measure-
ments of all pilots at that facility. Once these require-
ments are known, [] can then supply me with the 25X1A
specifications for and cost of appropriate []. The 25X1A
visit of [] representatives with [] personnel 25X1A
was tentatively scheduled for 5 April 1967.

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b. Inflatable Rucksack with Carrying Straps: This
item will also be inspected by [] personnel during the 25X1A
[] visit. If the existing inflatable rucksack is
comparable with the U-2 seat kit it can be immediately
procured.

[]

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SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

~~SECRET~~

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c. Modified Kit Lanyard for Automatic or Manual Life Raft Inflation: This simple modification, developed at [redacted] can be incorporated easily if desired. However, there should be further discussion on the advisability of this modification. The continuing effort in the field of life support/escape systems is to simplify operation and reduce the number of steps a pilot must perform for successful ejection and parachute landing. While the hazard of having an inflated raft during descent into forests is recognized along with the desirability of having an uninflated raft for carrying in the case of rapid evasion, there is also the hazard of entering the water with an uninflated raft due to lack of time for pulling a manual lanyard. A major conflict of potential hazards would exist in the case of a carrier launched operational mission over heavily forested land. As an alternative solution to the problem it seems appropriate to develop a water sensing automatic life raft inflation system that would eliminate the pilot option in all cases. Water activated inflators that are safe and reliable are now well within the state of the art. The David Clark Co. is developing, at the direction of D/R&D, an improved life raft that will be incorporated into the [redacted] as soon as it is qualified.

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Action is now being taken to have David Clark study the inclusion of an automatic inflator on this improved life raft.

2. Further progress on these items will be reported on as action is taken and development progresses.



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ASD/R&D/OSA

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ASD/OSA/[redacted] (4 Apr 67)

Distribution:

- 1 - D/O/OSA
- 2 - D/R&D/OSA
- 3 - D/SA
- 4 - D/M/OSA
- 5 - INTEL/O/OSA
- 6 - Compt/OSA
- 7 - ASD/R&D/OSA (Chrono) [redacted]
- 8 - ASD/R&D/OSA
- 9 - RB/OSA

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